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every six months, vessels engaged in trade from ports infected with plague. This work is regarded as a general quarantine measure, and on account of the fact that it is proposed to give the paragraph providing for it such general application all transactions under said paragraph have been incorporated under the heading "Rat quarantine." Reference has been made to this work in the last three annual reports of the service (fiscal years ending June 30, 1908, 1909, and 1910).

Lists will be made of those vessels which ply between ports infected with plague and United States ports, and regular account will be taken of each fumigation for the destruction of rats, the number of rats destroyed, and the number of rats, if any, which the fumigation has failed to destroy. Special attention will be paid to vessels bringing cargoes comprising the various foodstuffs—such as rice, bran, cereals, etc.—and where it is found to be to the best interests of all concerned to fumigate at the foreign port of departure the vessel bringing such cargo, the vessel will be treated accordingly. In connection with this work it is proposed to conduct studies in the effectiveness of rat destruction, it being the intention of the bureau to follow this matter closely, that as perfect results as possible may be obtained.

ASSIGNMENT OF INSPECTORS TO FRUIT PORTS OF CENTRAL AMERICA AND WEST INDIES—CIRCULAR OF INSTRUCTIONS.

The following-named acting assistant surgeons have been appointed to duty in the American consulates at the fruit ports of Central America and at certain ports in the West Indies named below for the current close quarantine season for the purpose of inspecting vessels, their cargoes and crews, bound from said ports to ports in the United States and its possessions:

FRUIT PORTS.

Leroy Stowe, Puerto Cortez, Honduras.
C. L. Mengis, Limon, Costa Rica.
Allen Jumel, jr., Livingstone (Puerto Barrios), Guatemala.

WEST INDIES.

P. G. Smith, Bridgetown, Barbados, British West Indies.
T. B. L. Layton, Port of Spain, Trinidad, British West Indies.
(Appointment to be made later to Castries St. Lucia, British West Indies.)

SPECIAL QUARANTINE REGULATIONS FOR FRUIT VESSELS.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, April 15, 1907.

To United States consular officers, masters and owners of vessels, collectors of customs, national, State, and local quarantine officers, and others:

To permit vessels from foreign ports with perishable cargoes of fruit to enter southern ports in the United States, without detention, the following special regulations are promulgated, as provided in the general quarantine regulations of April, 1903, and will be enforced at the ports of departure and on arrival.

These regulations are a concession to vessels engaged in the fruit trade and contain provisions for the conduct of such trade with safety without injurious detention of the fruit at domestic quarantine stations. While the regulations are more stringent when yellow fever is reported at a fruit port, they do not impose an embargo on the fruit traffic. The success of the regulations, however, depends upon reliable information as to health conditions and prompt knowledge of the first appearance and subsequent cases of yellow fever at any port. Therefore, the department reserves the right, when satisfied that information is being denied or withheld, to recall from the port the medical officer detailed thereto by authority of the President. In this event the issue of the special certificate required by these regulations would be impossible, and fruit vessels from a port from which the medical officer has been recalled will be subject to the general quarantine regulations requiring disinfection at the domestic station and detention of personnel six days thereafter.

REGULATIONS TO BE ENFORCED AT FOREIGN PORTS SUSPECTED OF BEING INFECTED
WITH YELLOW FEVER.

1. None of the crew shall be allowed to go on land except the captain or his representative, or both when absolutely necessary, who shall go only to enter and clear the vessel, and only in the daytime.

2. No one from the shore shall visit the vessel except the quarantine officers, customs officers, and agent of the ship.

3. All laborers who may be taken on the ship for loading purposes must have no intercourse with the shore subsequent to their entry upon the vessel until their final discharge therefrom.

4. No intercourse is to be allowed with persons on shore, except as provided in the preceding paragraphs. All fruit intended for shipment on vessels lying at docks shall be graded and payment made for the same on shore or dock; such operations should not await the arrival of the fruit on shipboard. Fruit brought alongside by small boats or lighters shall be graded and necessary payment made over ship's side.

5. All passengers must embark from the regular ports and must have been under the observation of the sanitary inspector of the United States for at least three days prior to the departure of the ship and be provided with his certificate to that effect. Where passengers come from elevated and noninfectible points in the interior to coast towns for embarkation, they should not be required to pass the three-day period of observation in the latter places because of possible danger of developing malarial or other tropical fevers. They should be required to bring a certificate from the United States consul or a reliable physician, and the sanitary inspector shall satisfy himself that they have been at such elevated and noninfectible interior points for three days immediately preceding their arrival at coast towns.

6. Special attention should be paid to the sanitary condition and history of passengers arriving, directly or indirectly, from the Pacific coast towns of Central America.

7. All outgoing vessels must be provided with a bill of health in accordance with the law, and, in addition thereto, certificates in duplicate, signed by the medical officer attached to the consulate, giving the name of the ship, her master, the number of crew, a list of passengers, their sanitary condition, their ultimate destination in the United States, and stating the health condition of the port and surrounding country, of the ship and her crew, with any other pertinent information; also certifying that the vessel has complied with all the requirements of this circular for the port of departure. This certificate shall be attached to the bill of health and the duplicate to the duplicate bill of health, and shall be the evidence of compliance with the above requirements on which the vessel, arriving with a good sanitary history and in good sanitary condition, may be admitted to entry, without the usual disinfection and detention in quarantine. Holds of such vessels should be disinfected with sulphur, after discharge of cargo, when deemed necessary.

REGULATIONS TO BE ENFORCED AT FOREIGN PORTS INFECTED WITH YELLOW FEVER.

8. The foregoing rules and regulations shall apply also to vessels engaged in the fruit trade between foreign ports infected with yellow fever, or where yellow fever prevails, and ports of the United States, and are the special regulations provided for in paragraph 69, Exception B, of the quarantine regulations for domestic ports, April 1, 1903. Attention is called to the further requirement that these vessels shall carry no passengers, and also to the general regulations to be observed at all foreign ports where yellow fever prevails with regard to vessels leaving for the United States or its dependencies.

9. The vessel shall not lie where her crew will be exposed to the danger of contracting yellow fever, and at ports where the vessels lie at wharves the vessel must be moved into the stream or at least 200 meters from the wharf before sunset, and not returned to the wharf before sunrise the following day, except at ports where previous permission has been obtained from the bureau.

10. Water tanks, water buckets, and other collections of water about the vessel must be guarded in such manner that they shall not become breeding places for mosquitoes. The destruction of mosquitoes aboard must be insured as far as possible by the simultaneous fumigation—2 pounds of sulphur per 1,000 cubic feet, all openings closed for two hours—of all compartments which can be so treated without injury to the cargo. Pyrethrum powder, taking care to sweep up and destroy the mosquitoes, may be substituted in the engine room at the option of the medical officer.

11. The vessel should sail immediately after this fumigation is completed.

12. All baggage should be rigidly inspected and the exclusion of mosquitoes assured.

NOTE.—While the foregoing are specific regulations for fruit vessels, it should be borne in mind that they relate only to yellow fever, and that in the event of an outbreak of any other quarantinable disease at the port of departure, the general quarantine regulations for diseases other than yellow fever, approved April 1, 1903, should be enforced on these fruit vessels.

REGULATIONS TO BE ENFORCED AT SOUTHERN PORTS OF THE UNITED STATES.

13. Fruit vessels plying between United States ports and fruit ports where yellow fever is known to exist will not be given pratique under the provisions of these special regulations until they have been not less than six days from the port of departure.

14. Whenever the master or agent of the vessel so desires, the following alternative to paragraph 13 is offered:

(a) Fruit vessels from ports where yellow fever is known to exist will be permitted to enter as soon as the crew, except the master, first mate, and chief engineer, shall have been removed from the vessel and placed in quarantine at the station and the living quarters of the vessel thoroughly fumigated. The quarantine officer shall certify the number of the crew removed, and shall compare and verify the same with the bill of health of the vessel. The vessel may then be released and either towed to the city docks or a new crew will be permitted to be placed on board.

(b) The new crew may either leave the ship at the dock or return with the vessel to the quarantine station, but if for any sanitary reason their detention on the vessel at the dock or return on the same vessel to the quarantine station should be deemed necessary by the quarantine officer or the service representative in the city, such detention or return shall be required.

(c) The crew detained at the quarantine station may be released at the expiration of six days from the infected port or six days from their last possible exposure to infection. If for any reason the quarantine officer deems it necessary to detain them longer, this may be done. After release the crew may be permitted to proceed to the city to rejoin their vessel, or rejoin the vessel at the station on her outward trip.

(d) Immediately after unlading at the dock all parts of the vessel shall be simultaneously fumigated for the destruction of mosquitoes with 2 pounds of sulphur per 1,000 cubic feet of space. After such fumigation lading for outgoing cargo may commence.

(e) If the vessel departs without cargo the vessel may be fumigated en route to quarantine.

(f) Two sets of quarters must be maintained at the quarantine station, one for the crews of incoming vessels and the other for such relief crews as may be employed by the companies, and both quarters shall be fumigated immediately after being vacated.

(g) The requirements of these provisions, and each step and detail thereof, shall be certified by the proper quarantine officer before clearance papers are granted.

15. Fruit vessels without certificates of the United States sanitary inspectors at foreign ports shall be subject to the general quarantine regulations of the United States.

16. Persons exposed to infection in unloading cargo onto lighters shall be detained after such exposure as provided for other persons exposed to yellow fever.

17. Any officer of a fruit vessel detected in evading or violating these special regulations shall forfeit, for any vessel upon which he may subsequently be found, or be engaged, any participation in the special privileges accorded by these regulations.

18. Fruit vessels trading with any ports infected with yellow fever must carry a competent, qualified physician.

19. Fruit vessels arriving with yellow fever on board, or having had yellow fever on board during the voyage, shall be placed in quarantine. The personnel shall be removed, with the exception of the master, first mate, and engineer, the living apartments thoroughly disinfected, the vessel provided with a new crew sufficient to care

for her, and towed, or proceed under her own steam, to the docks for discharge of cargo. All officers and crew shall be detained on board, under guard, until the completion of the discharge of cargo, while the vessel is at the dock, and until the return of the vessel to the quarantine station. Immediately upon the completion of the discharge of cargo, the holds shall be fumigated with sulphur and the vessel shall be returned to the quarantine station and permitted to take on her crew before proceeding to sea.

20. This circular supersedes all previous department circulars relating to special quarantine regulations for fruit vessels.

GEORGE B. CORTELYOU, *Secretary.*

BRAZIL.

Para—Yellow Fever on Steamship.

Consul Pickerell reports March 16:

A patient suffering from yellow fever was left at this port by the steamship *Cearense*, which sailed March 12 for Barbados.

CHINA.

Status of Plague.

Minister Calhoun at Peking reported February 28 to the Department of State:

It is now generally admitted that plague is diminishing in severity in the centers in which it first appeared. Effective measures are being taken along the lines of communication, both railway and steamship, to prevent the further spread of the disease. According to reports from American consuls throughout the affected area the pestilence is spreading steadily in north Manchuria and to a certain extent in north China, but as the disease spreads south, the bacillus seems to be losing its vigor, and the epidemic is therefore gradually abating. Slight increases of plague deaths are reported from Chefoo and other cities in Shantung, but at places in Chili Province the conditions continue much the same. At Tientsin only a few sporadic cases occur. There have been no plague deaths recently in the foreign concessions, and in the native city the work of isolating contacts and combating plague is being carried out. At Fuchiatien and Harbin the daily cases are almost nil, and at Mukden and Changchun the deaths are diminishing in number, and what few cases there are seem to be carefully segregated. For the past three weeks there have been no authenticated cases of plague reported in Peking. The train service on the Imperial Railway of North China is still confined to first and second class passengers and to carrying the mails, while on the Peking-Hankow Railway the third-class passengers are inspected by medical officers on the train. The quarantine station at Shanghai-kuan is still rigidly maintained, and all traffic between that place and Mukden is still suspended. Traffic on the northern section of the Tientsin-Pukow line has been resumed.

From the numerous reports received at the legation, the disease seems to have spent its initial force, and the coming of milder weather may see the disappearance at least of the pneumonic form. It is hoped that the present precautionary measures as to sanitation and isolation may prevent an outbreak of the bubonic form.

Amoy—Plague and Smallpox.

Acting Asst. Surg. Bonthius reports March 8 and 13:

Plague continues present in the surrounding country. During the week ended March 11, 4 deaths from plague and 2 from smallpox were reported in the city of Amoy.